

Hughes and Wilson Endorse Berea

Berea College, with all its five departments, opens its doors and begins its work Wednesday, September the 13th.

Berea, is for the mountain people. President Wilson says: "The object of Berea is to do what America was intended to do, to give the people, who had not had it, an opportunity. I do not see how anybody can think of Berea and the work it has done without catching fire."

Mr. Justice Hughes says: "There is not a more promising part of America and one more in need of friendly aid than these Southern Highlands. One's notions of education have to be enlarged somewhat to comprehend all that is embraced in the splendid work of Berea."

By the generous aid of friends in Kentucky a new girls' dormitory, to be called Kentucky Hall, will be ready for the new term and will have room for one hundred girls who need not be very far advanced in studies, but who desire to take a course which shall be largely devoted to Home Science—cooking, sewing, household management, music, and the other things a home maker needs. Gifts for the completion of this building and its furnishings are earnestly solicited.

By the generosity of other friends another dormitory for one hundred Foundation School girls, and one for one hundred Foundation School boys will be ready at the beginning of the Winter Term.

The work for training of teachers in the Normal Department is greatly strengthened and enlarged.

These new buildings give employment to all the student boys who have or will get a little instruction in the use of carpentry tools.

The Academy and College Departments will be overflowing with students.

All applications for rooms should be sent in immediately.

The Bridge

One of the pledges in bringing the Dixie Highway through Madison County was that it should be free from tolls. There is now a toll bridge over the Kentucky river, between Lexington and Richmond. This bridge, which is now private property, must be secured for the counties of Madison and Fayette.

Moreover, the bridge must be wholly rebuilt and made suitable for an interurban line which will run from Lexington to Berea, and beyond into the mountains.

Fayette County is ready to do its part. It would be necessary for Madison County to issue bonds for about \$35,000. Madison County is now bonded for \$90,000, and is paying this debt at the rate of \$15,000 per year. The new bridge will only extend our indebtedness a little over two years.

Let us provide for this new bridge with enthusiastic readiness!

James Talcott

James Talcott, of New York City, banker and commission merchant, died at Lake Mohonk, New York, August the 21st, at the age of 82 years.

Mr. Talcott has been for many years a friend to Berea College, and only a few weeks ago pledged \$40,000 for the erection of a girls' dormitory. It was hoped that he, with his family, would be present to witness the opening of this building next Christmas. He was also a giver to Mr. Moody's Schools at Northfield, Mass., to Barnard College of Columbia University, to the Young Men's Christian Association, to the Jerry McCauley Mission, to Mount Holyoke Seminary, and to missionary work in China.

Such a record shows the Christian business man of the highest type. His example and memory are even more precious than his gifts.

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On account of lack of space we were unable to publish an account of the Conway Chautauqua this week. It will appear in the next issue.

The Citizen should be in every home in Kentucky, because it is truthful and interesting.

Rev. A. H. B., Island City.

Berea is the home of the best family newspaper in Kentucky.

J. W. V., Mt. Vernon.

Hurry up and get that real automobile. We are anxious to give it away. Get busy Contestants and keep busy until the 147,780 outstanding points are exhausted.

We are publishing this week Chapter Five of the "Civil War" articles by Mr. Van Winkle. It is written in a splendid, easy flowing manner and the writer speaks with authority because he was an eyewitness to the events therein portrayed. Read it, it will do you good.

Winning a Title.

When a Spanish duchess marries one of the common people the man takes her title.

IN OUR OWN STATE

At The Campaign Opening

At the invitation of the state Republican Committee, Dr. S. R. Baker will be present at the opening of the campaign in Lexington on Sept. 5. He will sit on the platform and meet Governor Hughes and take an active part in the opening. Doctor Baker is one of Berea's most enthusiastic workers for Governor Hughes. Many others are planning to accompany him.

Botkin Not Guilty

Hazard, Ky., August 28.—The case of the Commonwealth vs. Dr. D. R. Botkin on the charge of abortion, resulted in a verdict of not guilty by the jury in less than an hour after the case was given them. This case went to trial Saturday and was finished Monday afternoon.

—Hazard Herald.

Wildie People Are Hustlers

The good roads people of the Wildie community are doing some good work in straightening the road leading from there to Roundstone Station. This road now runs alongside the railroad all the way on a three per cent. grade and cuts out the hills. It connects with the Dixie Highway at Roundstone a distance of one and one-fourth miles from Wildie.

—Mt. Vernon Signal.

Oil City Machine Company Arranges Kentucky Agency

Irvine, Ky.—G. A. Roberts, sales engineer for the National Pump and Machine Company, of Oil City, Pa., is in this city this week arranging for agency distribution in Kentucky for their products. This concern employs 1,500 men and their plant is said to be one of the largest in the world.

—The Irvine Sun.

Roads Are in Good Shape

Elizabethtown, Ky.—The Dixie Highway from West Point to this city will be completed by September 4. August 29 and 30 have been designated as road-working days on the Hodgenville and Elizabethtown pike, which will receive most travel from Louisville and the North. September 4, on the occasion of the President's visit to Hodgenville. The pike is already in good condition and with a ready response from citizens along the road it will be converted into a model thoroughfare.

—Mountaineer.

United Daughters of the Confederacy to Hold Convention

Plans for the State Convention of the United Daughters of the Confederacy, which will meet in Lexington next month, will be completed at the meeting of the Lexington chapter, to be held Tuesday afternoon at the home of Mrs. Frank Gentry, on East Maxwell street. The program already has been tentatively arranged.

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U. S. NEWS

All eyes are centered on the President's attempt to avert the great railroad strike of the United States. The railroad officials are not disposed to yield to the President's demand and they insist on an arbitration of points under the dispute. It is possible that Congress may be asked to pass on some measure bearing on the subject before its adjournment.

Kentucky Man Is in the Fight for Commander of the National G. A. R.

Kansas City, Mo., August 28.—Civil War veterans arrived in Kansas City in great numbers to-day to attend the fiftieth encampment of the Grand Army of the Republic. All departments of the annual reunion were opened this morning, and it is estimated that before night from 10,000 to 15,000 veterans would have arrived.

Four candidates who wish to succeed Capt. E. R. Montfort, of Cincinnati, as Commander-in-chief of the army have appeared. They are: William J. Patterson of Pittsburg; J. Payson Bradley, of Boston; Patrick H. Coney, of Topeka, Kan.; and LeVant Dodge, of Berea, Ky. The election will be held Friday.

Professor Dodge in Battle Creek

Battle Creek, Mich., August 23.—Prof. LeVant Dodge and his wife, who have been guests at a local sanitarium for the past few weeks, left this morning for Kansas City where Mr. Dodge will attend the National Encampment of the Grand Army of the Republic. At the present time Mr. Dodge holds the office of Junior Vice-commander-in-chief of the G. A. R. and has been placed in the nomination for Commander-in-Chief at Kansas City by the Kentucky Division of which he is a member.

This is the first visit Mr. Dodge has made to Battle Creek in forty-one years. While here he renewed the acquaintance of Dr. J. H. Kellogg under whom he took treatment on his former visit. At that time Dr. Kellogg had just come to Battle Creek and Mr. Dodge was one of his first patients.

While here the veteran also visited I. L. Stone who was formerly Superintendent of the local public schools. He and Mr. Stone were chums at Hillsdale College, belonging to the same society and graduating in the same class.

World-Famous Surgeon Succumbs

Heart Disease Caused Death—Chicago, August 14.—Dr. John B. Murphy of Chicago, world-famous surgeon, died on Friday at Mackinac Island, Mich. Heart disease was the cause. Doctor Murphy had been ailing since early in April. Doctor Murphy was a native of Appleton, Wis., and was born December 1, 1857. After receiving a

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Civil War Stories

By J. W. Van Winkle

Chapter V

Had not The Citizen announced at the close of Chapter IV "To Be Continued in Chapter V," it is doubtful whether there would have been Chapter V.

Since so many have expressed interest in the preceding chapters, the author has decided to add Chapter V, therefore we will begin with "Good Roads," as applied to the Civil War.

Students who have read "Napoleon and his Marshals," by J. T. Headley, will not forget the building of a military road across the Alps by one of Napoleon's marshals who swooped down from the heights and took possession of "Sunny Italy." The road is there yet, we believe.

The State of Kentucky, prior to the middle of the nineteenth century had constructed at State expense, a toll road known as "The Wilderness Turnpike" road.

In the year 1842, when the writer was six years old, this road from Richmond Ky. over the "Big Hill" was a highway—a national highway across the Cumberland mountains, for the transportation of freight and passengers from Kentucky to "The Fair Southland." Merchandise was carried in freighters similar to "prairie schooners" that traversed the prairies of Ohio,

Indiana, Illinois and on to "The Rockies" and beyond. They were huge affairs, drawn by four, six, eight, and more horses as the emergency required, usually six and never less than four horses. The writer has seen eight horses hitched to one wagon carrying probably three tons of freight up the hill above the "Big Hill Spring." It could not be done now.

Horses, mules and hogs were driven on foot in droves from the Blue Grass to South Carolina and the states intervening. Passenger traffic was effected by a line of stage coaches promoted and sustained by that veteran trio of stage coach managers, Carey Hawkins, "Dave" Irvine and William Pigg. The latter passed to his reward a few weeks since. But the reader will ask, "What has this story to do with the Civil War?"

We're just coming to that. Railroads, steamboats and free turnpikes caused the wilderness turnpike to pass into innocuous destitute. The highway of commerce between the Blue Grass and the South, was rendered useless, by more modern modes of transportation.

It is not our purpose to give in detail the history of this road, but

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SET LABOR DAY FOR RAIL STRIKE

Trainmen Put Time Limit on Negotiations.

JOINT SESSION OF CONGRESS

President Wilson in Conference With Party Leaders Considers Legislation Necessary to Meet the Railroad Situation.

Washington, Aug. 29.—Labor day, Sept. 4, has been set for the strike of the railroad trainmen by the brotherhood leaders, unless the controversy between the men and the railroads is not settled before that date.

It became known that the tentative orders for a strike on Labor day were carried home by the members of the committee of 640, who left Washington. The brotherhood leaders have decided that the controversy must be ended one way or the other by Labor day, and they have fixed on that date with a view to having 2,000,000 or more workers in all lines of labor march in great demonstrations in favor of the strikers' cause.

In the meantime plans have been perfected for a joint session of the two branches of congress to be addressed by President Wilson. The plan for a joint session of congress were considered at a meeting between President Wilson and the members of the Democratic steering committee at the senate office building.

In his conference with the members of the senate Democratic legislative steering committee, President Wilson not only asked advice regarding the desirability of his laying the whole railroad situation before congress in a personal address, but discussed with them problems of legislation to prevent a nation-wide strike, or—in the event of a strike, to keep the roads in operation for national necessities. He disclosed to the committee the essential points in the negotiations he has conducted for two weeks with railroad presidents and managers and the representatives of the brotherhoods.

The senators present to the conference were Kern of Indiana; Martin, Virginia; Chamberlain, Oregon; Owen, Oklahoma; O'Gorman, New York; Thomas, Colorado; Reed, Missouri; James, Kentucky, and Williams, Mississippi. The conference continued for two hours and a half.

Legislation Planned.—That plans have been undertaken to frame a general bill which would apply to the various phases of legislation necessary to meet the railroad situation, and were under consideration in the conference between President Wilson and the senate steering committee, was admitted by Senator Newlands.

"We reached no conclusion," said Senator Newlands, "except as to the general scope of legislation that will be required. The purpose is to take as a basis for this legislation the bill to enlarge the interstate commerce commission. To meet the emergency we are considering also legislation fixing an eight-hour work day for railroad employees; an increase in revenue by the railroads to meet greater expense of operation due to adoption of the eight-hour day and amendment to the existing arbitration laws.

"We are considering applying to the arbitration law, the Canadian principle which would prohibit a strike or lockout pending negotiations and for a period of sixty days following a decision in any controversy.

"With reference to the eight-hour day, there is being discussed the advisability of making legislation providing for it effective at a time far enough in the future to permit the railroads to adjust their affairs. Just how all these things will be worked out finally we can not say."

In addition to this proposed constructive legislation the president and his advisors also have under consideration the problem of legislation, in event of a strike, to keep the railroads in operation.

"The problem involved in legislation to insure operation of the railroads in case of a strike," said Senator Newlands, "is how far congress shall go to authorizing the federal government through the president to act. This legislation will give the president authority to draft trains and trainmen to operate them under federal control. The question is, shall the president be authorized to draft trains merely for military necessity and the transportation of the mails or shall we go farther, and provide for their operation for general commercial transportation. This is a grave question that has not been determined."

Opinion is divided in congress on nearly all of the proposed enactments, some progressive Republican leaders

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WORLD NEWS

Roumania has finally entered into the war on the side of the Allies. This brings to their aid a force of about a half-million men. Italy has also declared war against Germany as well as Austria, because of the aid Germany has given Austria in holding the seaport of Trieste.

The week has been one of comparative quiet along both the eastern and western frontiers of the European War. There have been attacks and counter attacks but no notable gain on either side. The Italians have gained over their foes in the mountains but are not yet in possession of Trieste. The Allies at Salonika have been strengthened by the coming of Russian troops.

Dr. Karl Liebknecht, the socialist in Germany, is under sentence for four years penal servitude, expulsion from the army and loss of civil rights for six years as a penalty for his outspoken opposition to the German war policy. Each appeal that he has made against his sentence has resulted in increasing the terms.

Although the position of Holland in the European War has been uncomfortable and dangerous and her industrial life has been injured, yet the great demand for ships in the carrying trade has given an activity to the ship building industry that is helping her out.

Rumors persist that the Bremen, the companion ship of the Deutschland, has been taken by the English in one of their nets. Certainly she has not come into port as yet. In the meantime it is reported that the Deutschland has succeeded in getting back to Germany and was welcomed with great enthusiasm.

England has declared an embargo on tobacco going to Germany and her allies. All existing contracts may be fulfilled if it can be done previous to August 31st. The tobacco growers of Virginia, Maryland, Kentucky and Tennessee are much concerned in this action and declare that they cannot fill contracts in the allotted time.

A Zeppelin raid on London during the week by six large air ships resulted in the death of eight persons and the wounding of twenty-one others. An electric power plant, a railroad station, and several houses were also destroyed. A special effort to destroy shipping in the harbor was not successful. It is reported that Germany is building a fleet of still larger Zeppelins.

Carranza is seeking to restore civil authority in Mexico. During the week an order was issued forbidding any interference with the transportation of freight by the railroads and denying the right to give free passage to ride. This is a move toward taking the railroads out from military control under which they have been almost exclusively for several months.

HURLS FORCES OVER FRONTIER

Roumanians Clash With Enemy Near Line.

REJOICING AMONG ALLIES

Expected That Action of King Ferdinand Will Influence Greece to Make Decision—Russians Defeat Turks Along Macedonian River.

London, Aug. 29.—Following the action of Roumania in joining the entente by a declaration of war on Germany, Germany has declared war on her. It is expected that Roumania's action will influence the decision of the Greek government.

Close upon the news of Roumania's entry into the war, came the announcement that she had already buried her forces over the frontier and engaged the Austrians.

The first clash between the Roumanian and Austrian forces occurred in southeastern and eastern frontier

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